



**Snohomish County Public Works**

# **ENVIRONMENTAL CHECKLIST**

**Project Number: RC 1661**

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## **Purpose of Checklist:**

The State Environmental Policy Act (SEPA), Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

## **SUMMARY**

### **A. BACKGROUND**

1. Name of proposed project:  
**May Creek Bridge #559 Replacement**
2. Name of applicant:  
**Snohomish County Public Works**
3. Address and phone number of applicant and contact person:  
**3000 Rockefeller Avenue, M/S 607  
Everett, WA 98201  
Contact Person: Crilly Ritz, Senior Planner  
Transportation and Environmental Services Division  
(425) 388-3488 ext. 4586 or  
crilly.ritz@snoco.org**
4. Date checklist prepared:  
**January 28, 2015**
5. Agency requesting checklist:  
**Snohomish County Public Works**
6. Proposed timing or schedule (including phasing, if applicable):

**Snohomish County Public Works proposes to construct a replacement bridge and to provide mitigation for temporary construction-related and permanent impacts. The project is scheduled to be constructed in 2017 pending regulatory approval and funding availability.**

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

**No other future additions, expansion, or further activities have been identified at this time.**

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- **A Critical Area Study would be prepared to comply with Snohomish County Critical Area Regulations.**
- **Documentation would be prepared to comply with Endangered Species Act requirements associated with the project's federal funding.**
- **NEPA documentation would be prepared for review by the Washington State Department of Transportation/Federal Highway Administration associated with the project's federal funding.**
- **Geotech Report**
- **Targeted Drainage Report**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

**No applications are pending.**

10. List any government approvals or permits that will be needed for your proposal, if known.

**Shoreline Substantial Development Permit-Snohomish County Planning and Development Services**  
**Shoreline Conditional Use Permit- Snohomish County Planning and Development Services**  
**Flood Hazard Permit- Snohomish County Planning and Development Services**  
**Land Disturbing Activity Approval-Snohomish County Public Works**  
**Drainage Approval-Snohomish County Public Works**  
**Hydraulic Project Approval-Washington State Department of Fish and Wildlife**  
**Section 404 Nationwide Permit-Army Corps of Engineers**

11. Location of proposal:

**The project site is located on May Creek Road (Milepost 0.82) at its crossing of May Creek. The project activity would occur primarily in areas landward of the stream's ordinary high water mark, except for removal of the existing bridge abutments, riprap located near the existing bridge abutments, and replacement bridge construction over the stream. The project site is located approximately 1.6 miles east of Gold Bar, in Section 4, Township 27 North, Range 9 East, W.M. of Snohomish County (See *Figure 1-Vicinity Map*).**

12. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site.

**Snohomish County Public Works proposes to replace May Creek Bridge #559 with a longer and wider bridge. The bridge provides vehicular access to rural residential communities located in the Skykomish River valley east of Gold Bar. Constructed in 1975, the existing 31-foot long**



structurally deficient bridge has a timber pile/timber abutment foundation topped with a concrete “Channel Beam (Bathtub Unit)” superstructure. Due to scour at the bridge foundation, the bridge width is currently reduced to a 13-foot single lane crossing. The existing substructure consists of timber piles with shallow pile tip elevations above the stream thalweg elevation. The bridge has been determined to be structurally deficient, with a current sufficiency rating of 8.16 out of 100. The structural deficiency of the timber structure is due to the deteriorating shallow timber piles that are scour critical. (See Photo at back of Environmental Checklist.)

The bridge would be replaced with a longer 100-foot, single span, pre-stressed precast concrete girder superstructure. The foundation would consist of either multiple rows of deep driven pipe piles or large diameter drilled shafts at each abutment. The replacement bridge would span the stream with no intermediate in-stream piers, and would be 28-foot wide curb-to-curb with two 11-foot travel lanes with 3-foot wide shoulders. (*Figure 2: Plan and Profile; Figure 3: Proposed Bridge Cross-Section; Figure 4: Bridge layout and Elevation.*)

An onsite detour bridge would not be proposed due to site constraints, and the bridge would be closed to traffic during construction, with a six-mile detour available for residents who live on the north side of the bridge. A full road closure would provide greater efficiency during construction and would reduce the time needed to complete construction. Also, stream buffer impacts will be avoided when construction impacts associated with a temporary bridge are eliminated.

Large riprap rock would be removed from the stream banks in proximity to the existing bridge abutments. The replacement bridge abutments would be located further landward for the concrete replacement span. A deep pile foundation would be designed to address the potential for future scour erosion.

The proposed work would occur primarily in existing right-of-way, but would require acquisition of new right-of-way to match the modified site topography contours resulting from bridge removal back into the adjacent project site roadway embankment areas and nearby roadside areas. The project would maintain the existing bridge and approach roadway alignment on both sides of the stream. The project would disturb an estimated 25,341 square feet (0.58 acres) within the project’s cut/fill limits to construct the replacement bridge. Approximately 10,292 square feet of the disturbance would occur within the existing roadway prism. The existing roadway would be used as a staging area for materials and equipment, and to accommodate construction access.

SCPW proposes mitigation that would restore disturbed areas on site. This would include revegetating disturbed areas with native species plantings.

## B. ENVIRONMENTAL ELEMENTS

### 1. Earth

a. General description of the site (shown in **bold type**): **flat, rolling**, hilly, steep slopes, mountainous, other.

The project site’s topography varies. The project vicinity is characterized by its location in proximity to May Creek in the Skykomish River valley, approximately 1 mile north of the Skykomish River. Topography in the project area is generally flat along the roadway; however, rolling hummocky topography is located in the forested areas



adjacent to the road. The roadway is constructed on embankment fill in proximity to the bridge crossing.

b. What is the steepest slope on the site (approximate percent slope)?

**The steepest slope is located in the existing roadway embankment and near the bridge abutment areas and is approximately 100% or greater.**

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and if you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

**The Natural Resources Conservation Service identifies two soil series in the greater project area. The soil series are described below:**

**Skykomish gravelly loam, 0-30 percent slopes**

Skykomish soils are mapped in the areas immediately adjacent to the Bridge #559 crossing of May Creek. This soil unit is found on terraces, terrace escarpments, and outwash plains. Skykomish soils are very deep and somewhat excessively drained. It formed in glacial outwash and volcanic ash.

**Menzel silt loam, 0-3 percent slopes**

Menzel soils are mapped in adjacent areas south of the immediate project site. This soil unit is found on terraces. Menzel soils are very deep and well drained. It formed in alluvium and volcanic ash.

Onsite geotechnical investigations conducted as part of the project's preliminary engineering have included two geotechnical test borings to better understand sub-surface conditions. The borings encountered roadway embankment fill within the roadway prism up to a depth of 10.5 feet. The shallow subsurface soils found below the fill consist of saturated, unconsolidated loose to very dense Older Alluvium sands, gravels, and cobbles with depths ranging between 79-89 feet below the ground surface. These are lying on top of very fine-to medium-grained, medium dense sand which could be either Older Alluvium or Recessional Outwash. Both test borings were terminated at a depth of 100.5 feet below the ground surface within very fine-to medium-grained, medium dense, sands.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

**There are indications of unstable soils along the May Creek stream banks in the immediate project vicinity. Areas along May Creek located both upstream and downstream have been subject to erosion associated with high flow events that scour and erode the stream banks. The stream channel has also experienced substantial "headcutting" (incising) in proximity to and immediately downstream from the bridge. There are no landslide areas in the project vicinity.**

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling or grading proposed. Indicate source of fill.



Excavation would occur within the existing roadway prism to remove roadway embankment fill materials in order to accommodate bridge foundation and structural construction. These areas would then be matched into the existing bridge approach roadway and adjacent roadside areas. Approximately 283 cubic yards of material (approximately 10,292 square feet) would be removed within the roadway prism, and approximately 1,686 cubic yards would be excavated in adjacent roadside areas. Approximately 151 cubic yards of gravel borrow would be imported to backfill portions of the excavated areas and to construct finish grades. Approximately 135 cubic yards of concrete would be imported to construct pile caps and other bridge foundation elements.

These fill materials and other materials such as gravel borrow, washed gravel, and compost-amended soils would be obtained from permitted commercial sites.

g. About what percent of the site will be covered with impervious surfaces after project construction?

The existing project site limits contain 10,292 square feet of impervious surface. A total of 3,083 square feet of new impervious surface area would be added as part of the project. Existing drainage patterns would be retained.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

No significant adverse impacts are anticipated. Application of erosion control Best Management Practices (BMPs) would be used throughout project construction. These BMPs would be in place around stockpiles of excavated materials, in proximity to project-area streams and ditches, and in active construction areas, and would be designed to prevent sediments from entering surface water and storm drainage systems. Excavated soils not re-used in the project would be disposed of offsite at a permitted facility. Bare soil areas would be seeded and planted where required after establishment of final grades.

All project activity would be conducted subject to implementing Best Management Practices and would comply with the provisions of all applicable permits. Best Management Practices may include, but are not limited to the following:

- Protective covering would be placed over exposed soil areas to prevent sediments and other contaminants from entering the road side areas near the streams. Protective covering would be clear plastic sheeting, straw mulch, jute matting, or erosion control blanket per Department of Ecology requirements.
- A temporary erosion and sediment control plan would be implemented during construction.
- Erosion and sedimentation control measures would be routinely inspected maintained and repaired. Damaged or inadequate erosion and sedimentation control measures would be corrected quickly.
- Any bare soil that may result from project activity would be reseeded with a U.S. Forest Service seed mix or mulch immediately following construction.

## 2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile odors, and industrial wood smoke) during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

**Construction equipment, construction-related activities, and vehicles carrying workers and equipment to and from the site would result in minor, temporary increases in emissions and dust. There would be no increase in emissions once construction is complete. During grading, dust levels may increase temporarily. In addition, minor temporary increases in emissions would be released from construction equipment.**

b. Are there any off site sources of emissions or odor that may affect your proposal? If so, generally describe.

**No off site sources of emissions would affect construction.**

c. Proposed measures to reduce or control emissions or other impacts to air, if any.

**During construction, equipment emissions would not exceed state and national air quality standards. The project would use only equipment and trucks in optimal operational condition. Dust control measures would be implemented to minimize airborne dust.**

## 3. Water

### a. Surface Water

1) Is there any surface water body on or in the immediate vicinity of the site (including year round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

**The existing bridge crosses May Creek (WRIA 07.0943), a Type S stream. May Creek is formed from the outlet of Lake Isabel, approximately 3.1 miles upstream from the project site, and flows through a wide flat valley in its lower reaches downstream from the project area and prior to its confluence with the Wallace River, approximately 3.5 stream miles downstream from the project site.**

**The existing Bridge 559 currently constricts stream flow at the bridge crossing. The channel constriction increases stream velocities under the bridge and immediately downstream. These higher velocity flows have caused scouring around the timber pile foundations. A head-cut has been progressing upstream for several years toward Bridge 559. The proposed bridge replacement will be designed to protect the new bridge from scour, but the head cutting is expected to continue its progress upstream. The head cutting in the stream would continue to result in incision of the streambed and transport of sands and gravels downstream.**

**There are no wetlands, lakes, or ponds located in the project vicinity.**

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.



**The majority of project activity would require work within 200 feet of May Creek, and would include limited in-water work required to remove the existing bridge abutments and the existing riprap on the stream's right bank upstream from the existing bridge. The majority of project activity would occur landward of the stream channel and would include limited vegetation clearing and grading adjacent to the roadway. The bulk of grading would occur within the roadway prism, primarily excavation of roadway embankment fill material to accommodate bridge foundation construction and bridge approach roadway work. Over water work would be required for installation of concrete girders for the bridge's superstructure and for the bridge deck construction. Additional site preparation would occur for mitigation restoration planting.**

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

**The project proposes no dredging activity in wetlands or surface waters. Roadway embankment fill would be removed in proximity to the stream with the longer bridge span, and fill would not extend into the stream. Construction of the new bridge foundation would include the installation of either driven pipe piles or drilled shafts landward of the stream channel.**

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

**No withdrawals or diversions are proposed. Placement of rock filled sacks would be used for isolation when the existing timber abutments are removed.**

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

**Project work would occur within the stream's floodplain and would include removal of riprap from the stream channel's right bank, and removal of the existing bridge abutments. The replacement bridge would be greater than 3 feet above the 100-year water surface elevation, and would result in zero rise for the 100-year water surface elevation.**

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

**No waste materials would be discharged to surface waters.**

#### **b. Groundwater**

1) Will ground water be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well? Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

**No. The project proposes no groundwater withdrawals or discharges of waste materials to surface waters. If areas of excavation require dewatering during construction, pumped water would be treated with application of sedimentation control Best Management Practices (BMPS) prior to discharge to the ground for infiltration.**

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals; agricultural; etc.).



Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

**Not Applicable**

**c. Water Runoff (including storm water)**

1) Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

**Currently, storm water runoff from the existing roadway sheet flows by natural dispersion into the roadside areas and disperses into surrounding vegetation. Existing drainage patterns would be retained. A stormwater dissipation area would be provided at the bridge's southeast corner where existing roadway embankment material would be removed for the longer replacement bridge span.**

2) Could waste materials enter ground or surface waters? If so, generally describe.

**Erosion of onsite soils during construction could potentially transport soil sediments to the stream channel. The erosion risk is expected to be minimal for most of the construction because soil excavation would occur landward of the existing bridge abutments. Some sediment could also be introduced to the stream when the existing abutments are removed and adjacent areas are graded to match the wider bridge opening and when existing streambank riprap is removed.**

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

**The project proposes to maintain existing drainage patterns described in #1 above.**

d.) Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

**Construction would occur primarily during the dry summer season. Temporary Erosion and Sedimentation Control measures and a Stormwater Pollution Prevention Plan (SWPPP) would be developed as part of the final project plans and included in construction contract documents. During and after construction, BMPs including, but not limited to, in-stream isolation/containment barriers, silt fences, mulching, and filter berms would be used to control and minimize adverse impacts in the event that there are precipitation events that result in surface runoff and sediment transport. Bare soil areas exposed by construction activities would be reseeded, covered with mulch and/or planted to control erosion when final site grades are established.**

**Additional onsite mitigation measures would also include revegetation. Approximately 11,000 square feet would be temporarily impacted by construction. Riparian buffer areas would be restored/enhanced by planting. Plant species would include a mix of coniferous and deciduous trees and shrubs. It is expected that natural recruitment from nearby trees and shrubs will augment site plantings as the site matures. Revegetation would consist of native plants suitable for the project area.**



The project would comply with Snohomish County drainage and land disturbing activity regulations (chapter 30.63A SCC) that regulate site disturbance and storm water runoff from all new development and redevelopment. Best management practices would be used throughout construction, including working during low or no flow conditions (July-September) and placing protective covering over exposed soil areas.

#### 4. Plants

- a. List the types of vegetation found on or in close proximity to the site:

Deciduous trees: red alder, bigleaf maple, vine maple, black cottonwood.

Evergreens: western red cedar, western hemlock, Douglas-fir.

Shrubs: salmonberry, beaked hazelnut, thimbleberry, red huckleberry, Himalayan blackberry, evergreen blackberry

Grasses: native and non-native species

Pasture:

Crop or grain:

Orchards, vineyards or other permanent crops: none

Wet soil plants: Scouler's willow on streambanks

Water plants:

Other types of vegetation: bracken fern

- b. What kind and amount of vegetation will be removed or altered?

Roadside forested, scrub/shrub and graveled areas comprise the area proposed for disturbance during construction. Clearing and grubbing would remove approximately 13,000 square feet of vegetation during construction in adjacent roadside areas to accommodate heavy machinery site access during bridge construction. Trimming of trees and shrubs may also occur where needed to remove obstructions to equipment access. Preliminary estimates indicate that 2,101 square feet would be impacted permanently by roadway embankment fill placement adjacent to the travel lanes.

- c. List threatened or endangered plant species known to be on or near the site.

No threatened or endangered plant species are known to be on or adjacent to the project site. If such plant species are found, all project work would comply with the requirements of the Endangered Species Act and other applicable regulations.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation of the site, if any:

Loss of, and disturbance to, vegetation would be minimized to the extent practicable during the construction work. Clearing limits would be identified in project plans and highly visible fencing would mark the clearing limits during construction. Clearing would be limited to those areas that are necessary to construct the project. The approximately 2,000 square feet of area where the roadway fill is removed will be reestablished as floodplain. It is anticipated that the stream will recapture this area following construction as the stream reestablishes to the increased hydrologic opening. Logs, streambed cobbles and boulders and native plantings will be installed facilitate improved floodplain functions. Riparian buffer areas temporarily impacted by construction would be restored with native shrub and tree plantings. Additional enhancement plantings would also occur onsite to the extent practicable to compensate for permanent impacts. Where required,

bare soil areas would be either re-planted with native trees and shrubs or re-seeded after final site grading is established. Additional offsite mitigation may also occur if required to fully compensate for unavoidable clearing impacts in stream buffer areas. Mitigation would comply with Snohomish County critical areas regulations requirements for riparian buffer impact mitigation.

All proposed mitigation would be implemented in accordance with Snohomish County Critical Area Regulations (SCC 30.62A).

e. List all noxious weeds and invasive species known to be on or near the site.

**Himalayan blackberry, an introduced invasive weed species, is present in the project area. It covers extensive portions of the roadside area.**

## **5. Animals**

a. List any birds and animals which have been observed on or near the site or are known to be on or near the site. Examples include: (shown in ***bold*** type):

**birds: hawks, eagle, songbirds, dippers**

**mammals: blacktailed deer, beaver**

**fish: Coastal-Puget Sound DPS bull trout, Puget Sound ESU Chinook salmon, steelhead**

b. List any threatened or endangered species known to be on or near the site.

**Threatened or endangered fish and wildlife species are known to be on or near the site.**

**Endangered Species Act listed threatened salmonid species use May Creek. May Creek and lands within 150 feet of the ordinary high water mark (OHWM) have been designated by Snohomish County as Fish and Wildlife Habitat Conservation Areas (FWHCAs). This designation is due to the known distribution of bull trout, Chinook salmon, and steelhead trout in the stream system. These fish species are listed as threatened species under the Federal Endangered Species Act.**

**Marbled murrelets are likely to be located within a half-mile from the project site.**

c. Is the site part of a migration route? If so, explain.

**Yes. The site is within the Pacific Flyway. Migratory waterfowl can be observed in the greater project vicinity. The project site is located within 50 miles of salt water and could potentially have marbled murrelets in proximity to the site during construction as part of their daily migration back and forth from nesting areas to saltwater.**

d. Proposed measures to preserve or enhance wildlife, if any:

**Project construction would occur during the summer months when rainfall is minimal. This would help to minimize erosion and prevent sedimentation of surface waters. Bare soil areas would be revegetated after large woody debris placement and final site grades have been established. Additional timing restrictions would also be applied if it is determined that the project could adversely affect eagles, marbled murrelets, and other bird species in the project area. Mitigation for impacts to streams and buffers are discussed in *Section 3. Water - 3c. Water Runoff* and *Section 4. Plants* includes buffer plantings.**



## 6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

**No changes in energy use would result from the completed proposal. No energy is needed to meet the completed project's needs. However, during construction minor amounts of fuel would be used by construction equipment during large woody debris installation, site grading for the mitigation area and paving activity.**

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

**No.**

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

**None.**

## 7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

**No potentially hazardous materials have been identified at or in proximity to the project site. Fuel spills and other construction equipment fluids could potentially occur during construction.**

1) Describe any known or possible contamination at the site from present or past uses.

**There are no known or possible sources of contamination at the site from present or past uses. The project site is located in a remote rural area.**

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

**There are no pipelines in the project area. Some of the bridge abutment timber members may be treated with creosote. There are no existing hazardous chemicals or conditions that are expected to affect bridge replacement construction.**

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

**No toxic or hazardous chemicals would be stored, used, or produced during bridge replacement construction other than construction equipment fuel and lubricants required for equipment operation.**

4) Describe special emergency services that might be required.

**Emergency response vehicles may be required in the event of a construction accident. The completed project would not require any additional emergency services.**

2) Proposed measures to reduce or control environmental health hazards, if any:

**Spill control and clean-up material would be staged onsite. The crew leader or other designated person would have a spill control plan and be trained in spill prevention and clean up. All equipment would be well maintained and in good repair to prevent the loss of any petroleum products. Refueling and vehicle maintenance would generally occur off-site.**

b. Noise

**No noise in the area would affect the project.**

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, aircraft, other)?

**There are no noises in the project area that would affect the project.**

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

**During construction (short-term) there would be increased noise levels generated by heavy equipment. These noise levels would exceed existing background noise levels associated with the rural residential community in the project area. Typical noise associated with roadway traffic is expected once the roadway is opened to through traffic after bridge replacement construction. There will be no change in the types and levels of noise as a result of constructing the bridge or approach roadway.**

3) Proposed measures to reduce or control noise impacts, if any:

**Other than limiting construction to daytime hours and primarily on weekdays, no additional measures to reduce or control noise impacts are proposed.**

## **8. Land and Shoreline Use**

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

**The current use of the site is a Snohomish County-maintained road located in roadway right-of-way. Land use in the area is primarily rural residential.**

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural land or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?



**The project site has not been used for working farmlands or working forest lands.**

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?

**No.**

c. Describe any structures on the site.

**There are no building structures on the site where bridge construction would occur. The site has a 31-foot long bridge that spans May Creek. There are no residential or other building structures.**

d. Will any structures be demolished? If so, what?

**The existing bridge span would be demolished and removed from the project site.**

e. What is the current zoning classification of the site?

**The project area is zoned *R-5 (Rural Residential-5 acre)* in areas west of May Creek and *RC-Rural Conservation* in land areas east of May Creek Road.**

f. What is the current comprehensive plan designation of the site?

**The Snohomish County Comprehensive Plan designates the land areas east of May Creek Road for *Rural Residential-10 Resource Transition 1 DU/10 acres*. The land areas west of May Creek Road are designated as *Rural Residential 1 DU/5 Acre Basic*.**

g. If applicable, what is the current shoreline master program designation of the site?

**The Snohomish County Shoreline Management Program designates the land area in proximity to the project site as *Rural Conservancy*. All work waterward of the ordinary high water mark, including over water bridge replacement construction would occur in areas designated as *Aquatic*.**

h. Has any part of the site been classified critical area by the city or county? If so, specify.

**Snohomish County designates streams, wetlands, and geologically hazardous areas (erosion, landslide) as critical areas. May Creek is regulated by Snohomish County Critical Area Regulations (CAR) as a critical area. CAR also regulates land use activities in critical area buffers that extend landward from the stream as fish and wildlife habitat as critical areas. There are environmentally sensitive areas within the project site: streams, and fish and wildlife habitat areas.**

i. Approximately how many people would reside or work in the completed project?

**None.**

j. Approximately how many people would the completed project displace?

**The project would not displace residents. The majority of project would be located within existing right-of-way but will require additional right-of-way to accommodate bridge approach roadway improvements and future maintenance.**

**Right-of-way acquisition of private property is proposed to construct the bridge replacement project and roadway related improvements. When acquisition or displacement becomes necessary, a complete and detailed set of relocation and right-of-way plans would be developed. Chapter 8.25 and 8.26 of the Revised Code of Washington would govern right-of-way acquisition proceedings. These laws ensure fair and equitable treatment of those displaced. In addition, right-of-way purchases would be in accordance with Civil Rights Act Title VI legislation and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (42 U.S.C.) These laws would provide payment for reasonable and necessary costs to relocate persons displaced by the project and ensure prompt and fair relocation payments and requires agency review of aggrieved parties. Acquisition proceedings include appraisal, determination of just compensation, presentation of an offer and compensating the individual. Acquisition proceedings within the project vicinity would not be initiated until the environmental review process has been completed.**

k. Proposed measures to avoid or reduce displacement impacts, if any:

**None.**

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

**This project is consistent with the Snohomish County Growth Management Act Comprehensive Plan – 2007 Transportation Element. It is identified in the Snohomish County Transportation Improvement Program for 2015-2020, and designated as a Bridge Replacement and Rehabilitation project (TIP # *F.46 May Creek #559 Replacement*), the Puget Sound Regional Council Regional TIP (TIP # *SNOCO-129*) and in the 2015-2018 State Transportation Improvement Program (STIP).**

m. Proposed measures to ensure that the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

**No measures are proposed.**

## **9. Housing**

a. Approximately how many units would be provided, if any? Indicate whether high, middle or low-income housing.

**None.**

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

**None.**

c. Proposed measures to reduce or control housing impacts, if any:

**N/A.**



## 10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

**The project proposes a bridge rail that would extend approximately 3 feet upward from the bridge deck.**

b. What view in the immediate vicinity would be altered or obstructed?

**Views to and from the roadway would be altered temporarily by vegetation clearing required to accommodate construction and access. The bridge's replacement structure would be similar in scale to the existing bridge and would not alter or obstruct views.**

c. Proposed measures to reduce or control aesthetic impacts, if any:

**The project would reduce aesthetic impacts by replanting the site within the roadway right of way. Any additional clearing of existing vegetation within the proposed project limits would be limited to that needed for construction access. Revegetation would occur after mitigation work is completed to restore riparian buffer areas to a more natural vegetated tree and shrub vegetative community.**

## 11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

**The project proposes no features that would produce glare or light.**

b. Could light or glare from the finished project be a safety hazard or interfere with views?

**No.**

c. What existing off-site sources of light or glare may affect your proposal?

**None.**

d. Proposed measures to reduce or control light and glare impacts, if any:

**None.**

## 12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

**There are no designated recreation opportunities such as campgrounds or trails in the immediate project area. There are no opportunities for designated recreation at the project site. The nearest locations would be located in Wallace Falls State Park, which is located approximately 1.7 miles northwest from the project site, and Railroad Avenue Park which lies approximately 1.25 miles**

**southwest from the project site. The Skykomish River, approximately 1.1 south of the project site is used for water-associated activities including boating and fishing.**

b. Would the proposed project displace any existing recreational uses? If so, describe.

**No existing recreational uses would be displaced.**

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

**No measures are proposed.**

### **13. Historic and Cultural Preservation**

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

**This site was screened by Snohomish County Public Works to determine the project's proximity to known archaeological and cultural sites. There are no known recorded sites located where potential ground disturbance activities are anticipated, and there are no recorded archaeological sites, or known places or objects listed on or proposed for national, state, or local registers in the greater project area.**

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

**There are no landmarks, features, or other evidence of Indian or historic use or occupation located at the project site, including human burials or old cemeteries. There is no material evidence, artifacts, or areas of cultural importance on or near the site.**

**An archeological survey may be conducted as part of the project's Section 106 National Historic Preservation Act requirements if it is determined necessary to identify whether any resources, otherwise unknown to be in the project area at the present time, could be potentially affected by the project. The project's land disturbance would occur primarily in roadway embankment fill and in areas that have been otherwise extensively disturbed by recurrent roadway and streambank repairs associated with stream high flow damage events.**

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the Department of Archaeology and Historic Preservation, archaeological surveys, historic maps, GIS data, etc.

**A preliminary cultural resources screening was constructed using archaeological site GIS data provided by the Washington State Department of Archaeology and Historic Preservation (DAHP) to Snohomish County as part of a data sharing agreement. No recorded sites were found as part of this preliminary screening.**



As part of site visits conducted by Snohomish County staff and more recently with a WSDOT archaeologist during early environmental review project coordination, it was determined that there are no above ground sites located within the project area. Soil test borings conducted for the project show that the primary area to be disturbed is underlain by roadway fill embankment materials placed at the time of original roadway construction.

A cultural resources investigation may be conducted by an archaeologist at the project site within a defined Area of Potential Effects (APE) to determine the project's potential effects to below ground resources if determined necessary. Section 106 consultation with area tribes and DAHP would occur prior to project approval.

d. Proposed measure to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

**Compliance with Section 106 National Historic Preservation Act is required as part of the application for Federal Highway Administration (FHWA) federal bridge replacement funding.**

**The following management recommendations would likely be developed as part of the Section 106 consultation:**

- **The proposed project would proceed as planned if no sites are affected by the project. A project specific Unanticipated Discoveries Protocol (UDP) would be developed as part of the Section 106 process, including keeping a UDP on site during the entire bridge replacement project.**
- **If any ground-disturbing activities or other project activities related to this development or in any future development uncover protected cultural material (e.g., bones, shell, stone or antler tools), all work in the immediate vicinity should stop, the area should be secured, and any equipment moved to a safe distance away from the location. The on-site superintendent should then follow the steps specified in the UDP developed for the project.**
- **If any ground-disturbing activities or other project activities related to this development or in any future development uncover human remains, all work in the immediate vicinity would stop, the area secured, and any equipment be moved to a safe distance away from the location. The on-site superintendent would then follow the steps specified in the UDP developed for the project**

## **14. Transportation**

a. Identify public streets and highways serving the site or affected geographic area, and describe proposed access to the existing street system. Show on site plans, if any.

**The project is located on May Creek Road.**

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

**There are no transit routes located in the project area. The nearest transit stops would be for Community Transit Routes 270 and 277 located in Gold Bar, approximately 3.5 miles west of the project site.**

c. How many additional parking spaces would the completed project or nonproject proposal have? How many would the project or proposal eliminate?

**None.**

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private)

**No new roads would be needed. The project is consistent with the *Transportation Element* of the adopted Snohomish County Growth Management Act Comprehensive Plan. The plan designates May Creek Road as a Local Access Road. The proposed bridge replacement is designated as a *Bridge Replacement and Rehabilitation* project in the 2015-202018 Six-Year Snohomish County Transportation Improvement Program (TIP # F. Bridge Replacement and Rehabilitation–F.46) and Puget Sound Regional Council Regional TIP and Statewide TIP (TIP#:SNOCO-129).**

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

**No.**

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

**No additional traffic would be generated by the completed project.**

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

**The proposal would not interfere with or be affected by movement of agricultural and/or forest products.**

h. Proposed measures to reduce or control transportation impacts, if any:

**Traffic control as needed would be provided during construction to maintain roadway and construction site safety. A traffic control plan would be developed.**

## **15. Public Services**

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

**No additional or increased need for public services would result from this project.**



b. Proposed measures to reduce or control direct impacts on public services, if any.

**Traffic control during construction would be planned, sequenced, and administered to allow continuation of basic services during construction activities in the roadway right-of-way. The existing roadway in the project area would remain closed to traffic during construction. A detour route would be provided.**

## **16. Utilities**

a. Utilities currently available at the site:

**There are overhead utilities for electric power in the project area located on Snohomish County Public Utility District poles.**

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

**The project proposes no new utilities. Utility pole and attached aerial utility lines would be relocated as necessary and coordinated with the utility providers.**

## **C. SIGNATURE**

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:   
**Crilly Ritz, Senior Planner**

Date: January 28, 2015



**Photo : May Creek Bridge 559 – Looking downstream toward May Creek Bridge 559**









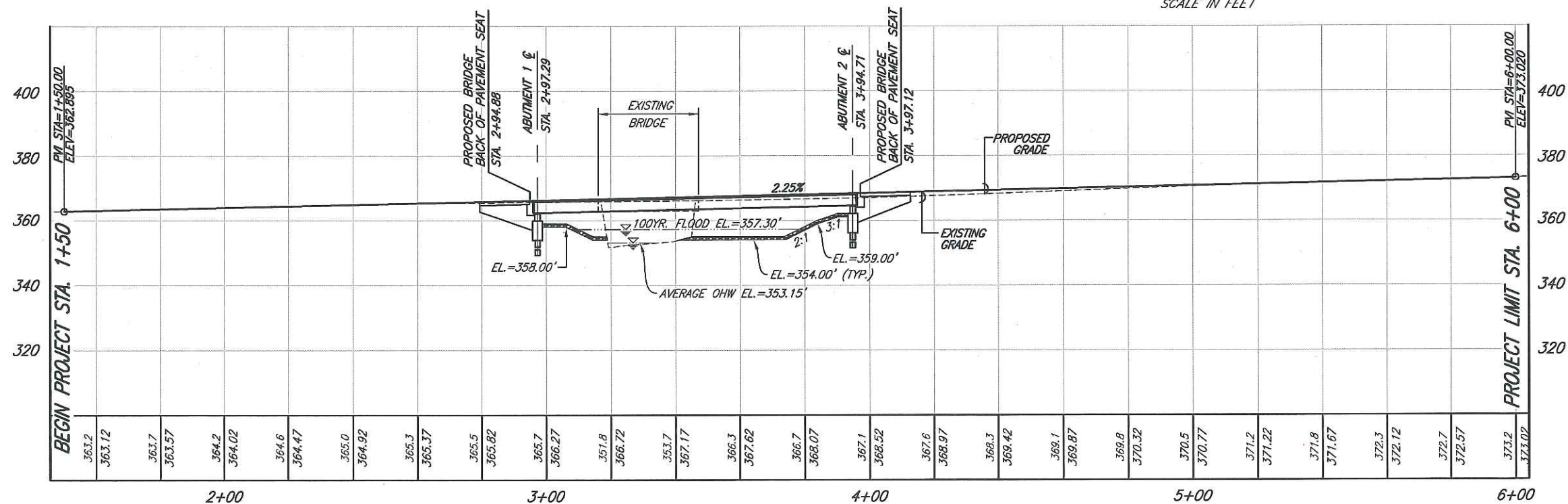
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1. CONSTRUCT DRIVEWAY PER APPROACH SCHEDULE, SEE SHT. 1502.
2. INSTALL BEAM GUARDRAIL TRANSITION SECTION TYPE TEXAS TL-2  
SEE SPECIAL PROVISIONS.
3. INSTALL BEAM GUARDRAIL TYPE 31 PER WSDOT STD. PLAN C-20.10-02.
4. INSTALL BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL SKT-SP-MGS  
(TL-2) 25' PER WSDOT STD. PLAN C-22.45-01.
5. INSTALL BEAM GUARDRAIL (TYPE 31) ANCHOR TYPE 10 PER WSDOT STD.  
PLAN C-23.60-03.
6. UTILITY TO BE RELOCATED BY OWNER.
7. BEGIN EXTRUDED CURB STA. 2+28.65; 14' RT. END EXTRUDED CURB  
STA. 2+79.88; 14' RT.
8. BEGIN EXTRUDED CURB STA. 2+44.11; 14' RT. END EXTRUDED CURB  
STA. 2+79.88; 14' RT.
9. BEGIN EXTRUDED CURB STA. 4+12.12; 14' RT. END EXTRUDED CURB  
STA. 4+47.89; 14' RT.
10. BEGIN EXTRUDED CURB STA. 4+12.12; 14' RT. END EXTRUDED CURB  
STA. 4+63.37; 14' RT.

GENERAL NOTES:

1. MAINTAIN AND PROTECT ALL EXISTING TREES AND VEGETATION OUTSIDE OF CLEARING LIMITS (R/W) OR AS DIRECTED BY THE ENGINEER.



PLAN CHECK	BY	DATE						Last Saved By: spwmma Jan 15, 2015 - 11:09am			
								REGION NO.	STATE	FED. AID PROJ. NO.	SURVEY NO.
								10	WASH.	BROS-2031(111)	4215
								DESIGNED BY: MMA		DRAWN BY: MMA	
			DATE	NO.	REVISION	BY		FIELD BOOK(S):		UPI# 13-0006-1	

## PRELIMINARY

### 30 PERCENT SUBMITTAL

SNOHOMISH COUNTY  
DEPARTMENT OF  
PUBLIC WORKS

FUNDING NO. 1661

**MAY CREEK BRIDGE #559**  
**REPLACEMENT PROJECT**  
**FIGURE 2**  
**PLAN AND PROFILE**

REFERENCE SHEET NO. <b>PP01</b>	SHEET OF SHEETS
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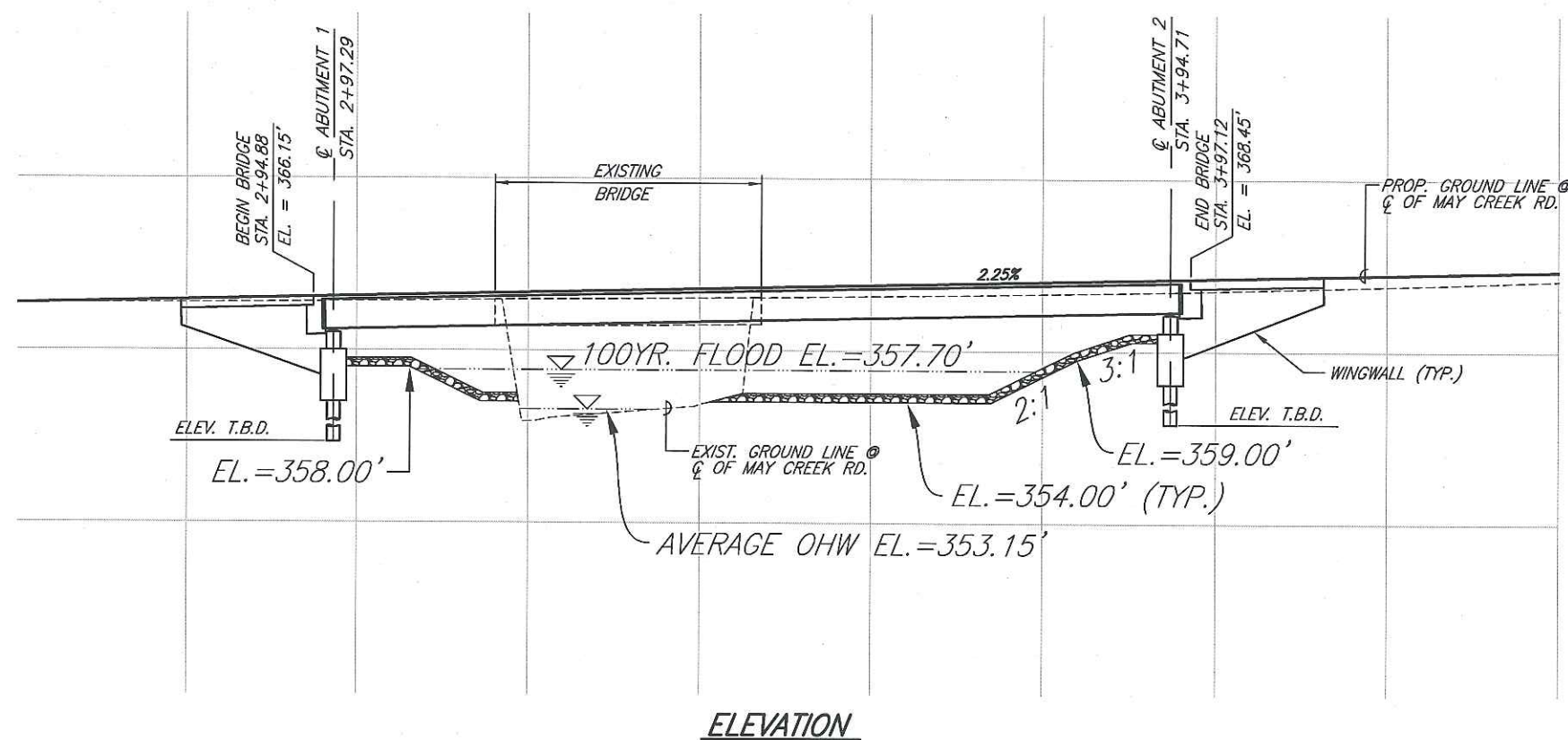
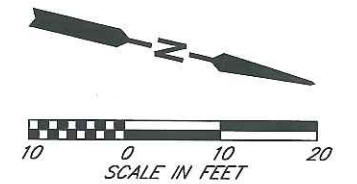








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**PRELIMINARY**

**30 PERCENT SUBMITTAL**

FUNDING NO. 1661

REFERENCE  
SHEET NO.  
**LE01**

SHEET  
OF  
SHEETS